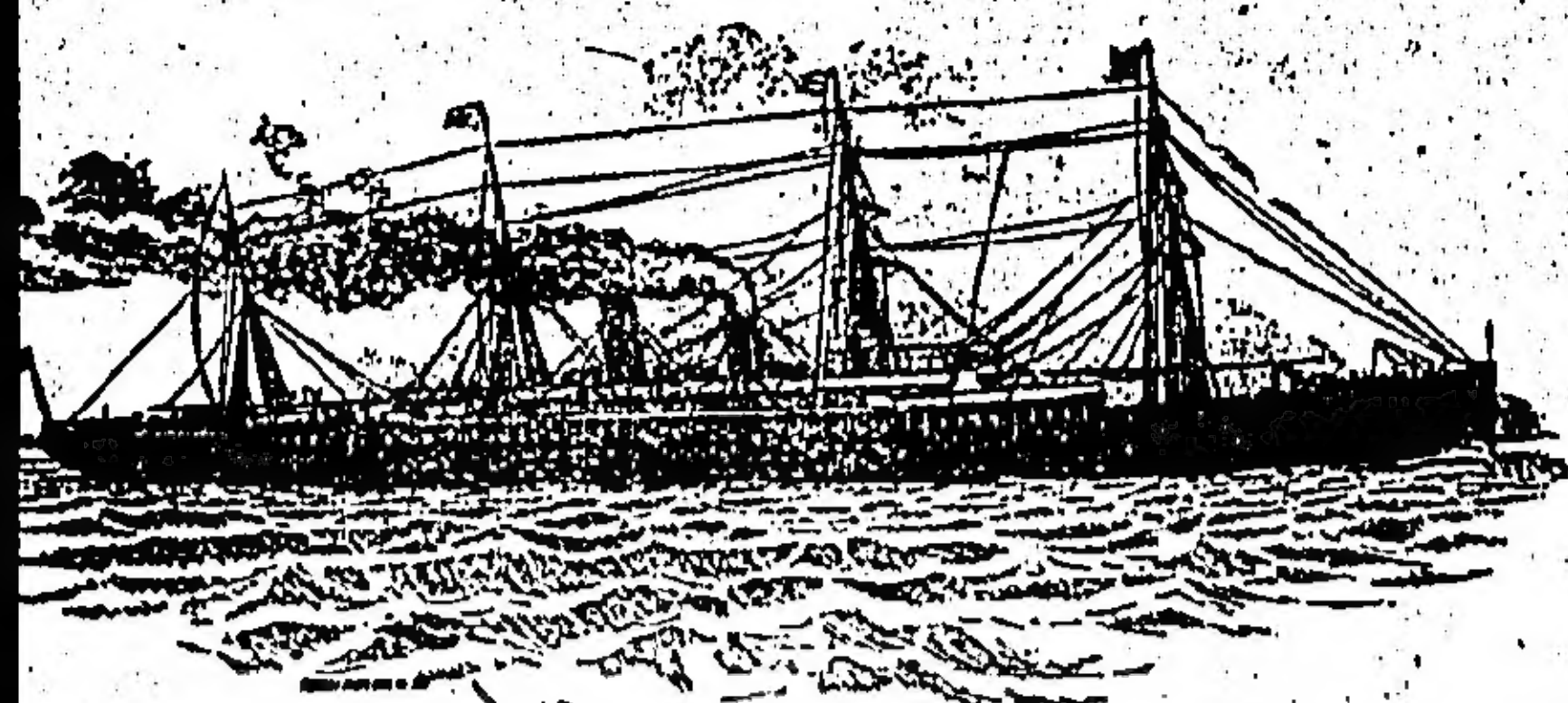


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

CARRIERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

KOREA	11,276 Gross Tons	SATURDAY, 26th December, at Noon.
PAELIC	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
HONGKONG MARU	6,337 "	SATURDAY, 9th January, at Noon.
SHINA	5,000 "	TUESDAY, 19th January, at Noon.
ORIO	4,784 "	FRIDAY, 20th January, at Noon.
YIPPOON MARU	6,307 "	SATURDAY, 6th February, at Noon.
IBERIA	11,284 "	SATURDAY, 13th February, at Noon.
OPTIC	4,352 "	TUESDAY, 23rd February, at Noon.
AMERICA MARU	6,307 "	WEDNESDAY, 2nd March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-20th; 10 days, 15 hours.

P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 26th instant at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, N. PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials in Asia, and to European Officials in the Service of the Governments of China and the UNITED STATES and CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, via, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-of-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 18th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO COVVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving 22 DAYS TO A WEEK in the Trans-Pacific journey, and make connection at COVVER with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers from Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and the Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, and to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL LINES (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OBERSTÄDTISCHER FRACHTDAMPFER DIENST.

Carrying Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARNBERG	HAVRE and HAMBURG	30th Dec.
ARNBERG	(Calling at SHANGHAI and PENANG)	10th January.
VOIA	ROTTERDAM and HAMBURG	1904.
VOIA	(Calling at SINGAPORE)	1904.
BRUCKSTEIN	HAVRE and HAMBURG	15th January.
BRUCKSTEIN	(Calling at SINGAPORE and COLOMBO)	1904.
DUCKSBURG	HAVRE, BREMEN and HAMBURG	28th January.
DUCKSBURG	(Calling at SINGAPORE and PENANG)	1904.
ESIA	HAVRE and HAMBURG	6th February.
ESIA	(Calling at SINGAPORE and COLOMBO)	1904.
ESIA	NEW YORK	About end of December, or beginning of January.
ESIA	VIA SUZ.	

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 7, Queen's Buildings.

Hongkong, 2nd December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,330 "	C. F. Morrison, R.N.R.
"FATSUN"	2,330 "	A. A. J. X. B.
"HANKOW"	2,373 "	C. V. J. B.
"KINSHAN"	2,360 "	J. J. Lussula.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Sunday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. Sunday.

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	593 "	C. D. Thomas.
"TAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP	KOBE and YOKOHAMA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMARI	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.
Hongkong, 30th November, 1903.

[163e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Voeux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1330e]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954e

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

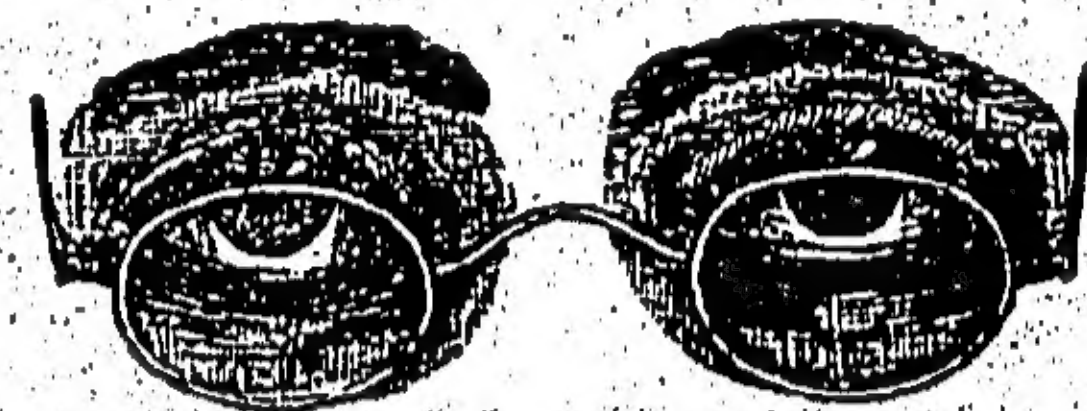
Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6e]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[12]

CHRISTMAS HOLIDAYS.

In accordance with the Provisions of Ordinance No. 5 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 25th and 26th instant, respectively.
Hongkong, 22nd December, 1903. [1534e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from Stonecutters Island (West and East Batteries) in a South-Westerly direction at ranges from 600 to 4,000 yards, on the 1st January, 1904. If the weather is unfavourable on this date, practice will take place on the 2nd of January. Practice will commence at 9 A.M. and end about 11 A.M., if the Range is clear.
By Command,
A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th December, 1903. [1529e]

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR,
AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAN
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 15th December, 1903. [138]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best "THREE YEARS"
guarantee given to every purchaser.
At QUEEN'S ROAD,
Watson's Building.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 20, Connaught Road Central,
Hongkong, 9th February, 1904. [20]

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [1432e]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903. [119]

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO. COELN.

STOCK ON HAND OF
AHRLEICHART, a red Ahr Wine at \$18.50
GRAACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00.
All per Case of 24 Quarts.
Price Reductions for Large Orders.
GROSSMANN & CO.
Hongkong, 16th October, 1903. [1259e]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hannover, 10th January 1904. [190e]

THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS, AND ENLAR-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 17th September, 1903. [1130e]

THE SHANGHAI COTTON MILLS.

Visitors to Shanghai on coming up the river would naturally observe that the Glasgow of the East is fast becoming also the Manchester of these parts. The wave of Westernisation in the direction of manufacturing industry has at last swept over the land in spite of all official obstruction, thanks to the China-Japanese treaty, concluded after the war. The many mills with which both the banks of the river are studded are well worth a visit, though the description of one will almost do duty for all.

The three mills on the Yangtzeppoo Road were built simultaneously and there was a bit of a race as to which would be a going concern first. The Lau Kung Mow won the day and should therefore be considered the pioneer Mill in Shanghai. It is owned by a limited liability company and the opening ceremony took place on the 19th March, 1897, under the presidency of Sir (then Mr.) C. J. Dudgeon, the Chairman of the Board of Directors.

The mill occupies a large area of ground. Just at the gateway in an unpretentious little building is the manager's office. Passing this, one comes to the main building, which is the mill proper. But to begin the inspection with the engine room one has to go to the rear of the mill where the engine building is situated. The building is raised some six feet above ground and the doorway is approached by a broad flight of stone steps. Once inside, it will become apparent that ample provision has been made for elbow room and free admission of light and air in case of any future expansion. The room is 70 feet long by 30 feet wide and is 50 feet high. Overhead is a powerful traveller for use in lifting any of the heavy parts of the engines which may be required to be moved for inspection, cleaning or repairs. The engines, it need hardly be said, are a standing testimony of the thoroughness and solidity of British workmanship. They are by Vates and Thom of Blackburn and built on the triple expansion system and are horizontal with four cylinders. They drive the fly pulley wheel which is grooved for twenty-nine ropes and this huge wheel is twenty-four feet in diameter, six feet wide, and weighs forty-two tons. The ropes running carry the power to the main lines of shafting whence it is supplied all over the buildings to be served. The arrangements for lubrication are such that it is possible not only to keep the engines sufficiently oiled but also to keep them free from dust and superfluous oil with ease and perfect safety. The engines are named Isabelle and Sofia, after Lady Dudgeon and Mrs. Anderson, the spouses of two of the Directors.

The next place to visit is the boiler house, which is 70 feet long by 45 feet broad and roofed with galvanised iron. Here are three Lancashire boilers each 30 feet long by 8 feet in diameter with a working pressure of 180 lbs. The boilers which were solidly bricked in and covered with non-conducting composition were constructed by Thomas Reesley of Hyde, Manchester. The power plant on the whole is of a very costly pattern but the economy in fuel has amply repaid for the capital expenditure.

The scutching room to be seen next contains machinery by Lord Bros. of Todmorden. In these the raw material goes through its first process. Straight from the pod as it were the fibre is placed into a feeder and delivered automatically to the opener, thence it passed into a scutcher attached and thence in the form of a lap to an intermediate and afterwards a finishing scutcher. From here to the carding engines and finally to the spinning machines, where the material comes out in the form of yarn. The main building, where these processes are carried out is 475 feet long by 120 feet wide and consists of a ground and upper floor. On the ground floor are the carding engines, scutchers, and other heavy machinery and on the upper the spinning machinery have been put up. Here are provisions for 50,000 spindles. Each spindle when working makes 7,000 revolutions per minute. The spinning machinery is by Tweedales and Smalley of Castleton, Lancashire. The numerous automatic registering contrivances to record the minutest details are marvels of ingenuity. The whole of the upper floor is splendidly lighted and the ventilation is perfect throughout, considering the large number of operatives that are employed here. The roof is slightly pitched rising 1 in 30 from the sides to the centre which allows a sufficient fall for rain water, to catch which is a specially designed gutter running all round the building, and the principal features of which are rapid disposal of water and freedom from leakage.

Part of the lower portion of the building is screened off for a packing room where the packing is done by means of an hydraulic machine. Within the compound is a huge tank dug out of the mud and faced with stone and with a capacity of one million gallons. To the farthest end of this tank a flume conveys all the waste water from the engines which is used over again, being drawn out from the end nearest to the mill.

To light the whole mill by electricity there are two engines and two dynamos, each of the former being of 16 h.p. and constructed by Marshall and Sons of Gainsborough. The dynamos which were made at the Crompton Works, Essex, have an armature of 370 for each dynamo at 100 volts. Each of the dynamos furnishes light for 500 lamps of 16 candle power. The electric light engine room and fitting shop adjoin and are 50 feet long by 18 feet wide. Overhead are the quarters for the European staff.

The heating throughout is by steam. There are elaborate arrangements for coping with any outbreak of fire. In the first place there is a thorough installation of Grinnell sprinklers which have extinguished many an incipient fire. Then the upper floors are semi-fire proof being 5 inch Oregon with a layer of one inch of mortar covered by 1/2 inch flooring boards. Besides there are automatic closing doors between the rooms, so hung that on the temperature reaching 177 (F) a link fuses and

releases the door which slips guillotine wise into iron fastenings where it effectually closes the aperture and prevents the issuing of or smoke. Underneath the ground floor of the scutching room are several tunnels through which by a powerful current of air the inflammable dust of the mill is drawn off and blown into the open air, having its outlet near the chimney shaft, which is built of red brick, 125 feet high and 20 feet square at the base.

We have to the best of our ability essayed to give a clear description of the various machinery but some of them are such marvels of human invention or ingenuity that their details baffle a comprehensive description. A visit therefore to the mill would not only prove amusing but highly instructive.—*Shanghai Mercury.*

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on MONDAY, the 28th instant, at 5.30 for 6 P.M. precisely. Visiting Brethren are cordially invited to attend. —*Hongkong, 22nd December, 1903.* [15356]

Intimations.

THE ROBINSON PIANO CO. LTD.

THERE IS NO XMAS GIFT GIVES SUCH GREAT AND PERMANENT PLEASURE AS

THE "APOLLO" PIANO PLAYER

IT IS A REVELATION

Pay PART Cash and Balance

LATER. VICTOR TALKING MACHINES

absolute reproduction of the human voice. Songs by the Best Singers, Comic Songs and Speeches, Good Band Music.

SPECIAL OFFER at this Season. PAY for the Records now and for the Machine LATER.

PIANOS:

Magnificent instruments at specially Low Prices during Xmas week. Do not fail to inspect our stock if you wish to make a handsome gift.

Our NEW STOCK OF MUSIC has arrived. —*Hongkong, 22nd December, 1903.* [14158]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 14 Ice House Road.

IS now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS A SPECIALITY. —*Hongkong, 22nd September, 1903.* [14550]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rous, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind and cures everything which it is employed to treat.

THERAPION No. 1 is a remarkably short-acting, often a few days only, removes all discharges from the urinary organs, effectually suppressing the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is for use in a variety of the blood, such as, spots, blotches, eruptions, and rashes of the face, secondary symptoms, great rheumatism, and all diseases for which it has been found such a valuable remedy. It is also employed in the destruction of cancerous growths and the cure of the disease. This preparation purifies the blood, cures the system, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for use in cases of nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 4s. 6d. per bottle, 10s. per dozen. In the Colonies it is sold by the principal chemists and druggists. It is a fact that of word "Therapion" as it appears on the bottle. Beware of cheap imitations. The white letters on a red ground, affixed to every package by order of His Majesty's High Commission, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [1444]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—*Telegraph, Hongkong.*

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India, and the Far East generally.

A daily newspaper, with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)	
One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily, should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO. LTD., 1, Ice House Road, Hongkong.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS.—1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager. —*Hongkong, 2nd April, 1903.* [14040]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy. THE MANAGER, *Hongkong Telegraph Co., Ltd.* —*Hongkong, 30th September, 1903.*

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex *S.S. Himalaya*, From Australia, ex *S.S. Australia*, From Persian Gulf, &c., ex *B. I. S. N.* and *B. & S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent. —*Hongkong, 19th December, 1903.* [14040]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE"

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3.30 P.M. No Fire Insurance will be effected by me in any case whatever. Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., Agents. —*Hongkong, 21st December, 1903.* [14040]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	FRIDAY, 25th Dec., at Noon.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 26th Dec., at Daylight.
HIROSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	TUESDAY, 29th Dec., at Noon.
KAGA MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 29th Dec., at 4 P.M.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	WEDNESDAY, 30th Dec., at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	WEDNESDAY, 30th Dec., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager. [14040]

Hongkong, 10th December, 1903.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 29th December, 1903, at 1 P.M., the Company's Steamship "SALAZAR," Captain "Négre," with Mail, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 28th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. —*Hongkong, 17th December, 1903.* [14040]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903-04.

Lyra..... 4,417 G. V. Williams Jan. 20

Olympia..... 2,831 A. Dixon Feb. 11

Shamrock..... 9,666 W. M. Smith Feb. 19

Tacoma..... 2,812 M. Ridley Feb. 26

Victoria..... 3,502 J. Truebridge Mar. 16

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast, and to the Interior, and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents. —*Hongkong, 21st December, 1903.* [14040]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER. —*Hongkong, 22nd October, 1903.* [14040]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA" Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 2nd January, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. —*Hongkong, 21st December, 1903.* [14040]

For Sale.

FOR SALE.

HEATH'S PATENT HEZZANITH H. BELL, SEXTANTS, Other Makers' Hughes, Cary & Porter, &c., to be sold cheap. Apply—

"BOX," C/o *Hongkong Telegraph* Office, —*Hongkong, 22nd December, 1903.* [14550]

FOR SALE.

ONE SIMPLEX PIANO PLAYER, by KOHLER and CAMPBELL, and 22 Music Sheets. Just received from the Makers. At Manufacturers' Price, very cheap. For Particulars, apply to

"C.E.," C/o *Hongkong Telegraph* Office, —*Hongkong, 8th December, 1903.* [14740]

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, OHMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps, fixed up, for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace, —*Hongkong, 1st December, 1903.* [14550]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., 56, Lyndhurst Terrace, —*Hongkong, 11th May, 1891.* [14040]

A. S. WATSON & CO.,
LIMITED.

PORT.

B.—OLD VINTAGE, superior quality, Red Capsule—\$16.00 \$1.40

C.—FINE OLD VINTAGE superior quality, Black Seal Capsule—20.00 1.70

D.—VERY FINE OLD VINTAGE, extra superior, (old bottled), Violet Capsule—27.00 2.25

NOTE.—Port, after removal, should be rested for a month before use.

Wine required for IMMEDIATE use should be ordered to be decanted before being sent out.

These Wines are specially suited for Invalids and general use, and are too well known to need further comment.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 235.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [28d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.
Lieber's Standard Code.

TELEPHONE, 232.
(Hongkong, 20th March, 1903. [355e])

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is "accommodate to messenger." On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 10 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 23, 1903.

RUSSIA AND JAPAN.

There can be no possible doubt as to the acuteness of the present political situation in the North, and each wire that reaches us, either from home or from Japan, brings information to the effect that the tension is hourly growing, and may reach the breaking point at any instant. Owing to the many changes in the aspect of the situation since the beginning of the year, so that at one time war seemed certain and on the morrow those, that were supposed to know, declared that peace was assured, it is of interest to consider a retrospective summary of the events leading up to the present crisis, as it is given by one of our leading Eastern contemporaries, the *N. C. Daily News*. For nearly six months the Japanese Cabinet, its temper moderated by the efforts of the Elder Statesmen and its friends in Europe and America, has been endeavouring to get Russia to come to terms, and during the whole of this period Russia has been straining every nerve to augment her military and naval strength in the Far East, and to ensure the assistance, or at any rate the benevolent neutrality, of France and Germany. Nearly two months ago, Mr. Kurino, the Japanese Minister, presented his country's irreducible minimum to the Russian Government, whose reply was only received in Tokyo a week ago, Russia's preparations for war continuing all the time. The reply is entirely unsatisfactory for "to make partial concessions is futile; and an enduring settlement of the Manchurian question is necessary." The only hope is now that the Czar's sincere love of peace, and the consciousness of the Russian Ministers of the danger to Russia in her present unsettled internal condition of a possible reverse, may persuade the Russian Government to give way at last. Meanwhile, Japan has not been idle. Her army and navy are ready, and readiness in Japan means perfection to the smallest detail. Her ally, England, has made an incidental diversion by her inevitable expedition to Lhasa; and, a much more important point, Japan has succeeded, as it seems from the news from the North, in bringing China over to her side. The educated Chinese generally took little or no interest in the war between China and Japan, but they seem, curiously enough, to be even more interested than the Manchus themselves in recovering Manchuria from the grasp of Russia. The existing uncertainty cannot continue for long and (as the *Japan Times* states) the Japanese Nation "now unanimously demands to be speedily relieved of the intolerable suspense to which it has been subjected during these long and weary months." There can be no doubt that the very existence of the Empire of Nihon will depend on the results of its struggle with the Colossus of the North. That the sympathy of the majority of the British Nation will be with the smaller of the contending parties there is not the slightest doubt, and all Englishmen will look towards our own Government to uphold by its attitude our most cherished traditions, by staunchly affording all moral support to our ally, awaiting the necessity of our actual intervention.

LOCAL AND GENERAL.
MEMBERS of the Victoria Recreation Club are giving a dinner at the Kowloon Hotel this evening.
THE Band Performance on the New Parade Ground will be discontinued until further notice.
THE *Hongkong Telegraph* will not be published on Christmas Day, and an early edition will be issued on Saturday.
THE latest report concerning Sir Frank Swettenham, says the *Malay Mail*, is that he will return to the Straits for a further period of two years.
BARON Kodama had a long interview with Admiral Yamamoto, Minister of the Navy, on the 14th inst. and subsequently saw Admiral Ito, Chief of the Naval Staff Office.
By the courtesy, and with the permission of the Hon. W. Chatham, Director of Public Works, we give to our readers, in a special supplement with this issue, a half-tone illustration of the west elevation of the proposed new Law Courts of Hongkong, as designed by the well-known architects to the Colonial Office, Messrs. Aston Webb and E. Ingress Bell, of 19, Queen's Anne's Gate, London.

A NAGASAKI merchant who recently purchased the sunken steamer *Tsuruhiko-maru*, which foundered with the loss of many lives off Goto Island, near Nagasaki, in October 1901, has commenced breaking up the steamer. The merchant has already raised sufficient in hull plates and cargo to cover the price paid for the steamer (¥2,000), which at the time she sunk carried two locomotive engines and a large amount of chopped silver yen, in addition to general cargo. The vessel was abandoned by the company with which it was insured.—*Kobe Chronicle*.

News from Peking to the *Hiji Shimbun* affirms that with respect to the recently reported intervention of the French Representative on Russia's behalf there are two parties in the Chinese capital, one, the strong party, led by Ku Fung-ki. It is further stated that the Vice-Minister of Foreign Affairs, Lien Fang, is in daily communication with the Wai-wu-pu, and that a belief prevails in diplomatic circles in Peking that a secret treaty is being negotiated, China having become suspicious and alarmed owing to the long delay in the negotiations between Japan and Russia.

THE fine new vessel for the Nippon Yusen Kaisha, the *Nikko-maru*, was taken out for a trial trip on Thursday with results which are at once a credit to her builders, the Mitsu Bishi Co. and a source of satisfaction to her owners. The speed she attained over the measured mile was 17.76 knots, and this was easily maintained. The *Nikko-maru* will be formally handed over to the Nippon Yusen Kaisha about the end of this month, and will be taken up to Yokohama. From that port she will make her maiden trip to Australia, sailing about the middle of January. The fitting of the vessel is proceeding apace.

DECEMBER CRIMINAL SESSIONS.
ROBBERY IN THE NEW TERRITORY.
Before His Lordship, Sir W. M. Goodman, Chief Justice, Wong Hing Kwei and Chan Sui were charged with receiving the proceeds of several robberies which took place in the village of Taihong, in the New Territory, on November 28th. Mr. E. H. Sharp, K.C., prosecuting on behalf of the Crown, stated that the Attorney-General had withdrawn the charge against Wong Hing Kwan, the evidence against him not being sufficient. His Lordship gave instructions for his discharge, and the accused was liberated. Chan Sui, on being charged, pleaded not guilty, and the following jury was sworn: Messrs. E. H. Summers (foreman), A. H. F. Bunn, B. J. Spittles, G. E. May, C. B. H. Schumacher, A. Becker, and W. Donnicke.

Mr. Sharp, for the prosecution, stated that prisoner was charged with receiving property consisting of clothing, jewellery and other objects, stolen by a gang of armed bandits on the 25th ultimo from two houses in the village of Taihong. The missing goods were found by the police in the house of prisoner in the village of Ping Ua. It was probable that prisoner was a member of the gang, but there were only women present when the crime was committed, and these were so terrified that they have been unable to identify accused. The robbers got into the first house, the only occupant of which was a sleeping woman. They seized everything of value they could lay hands upon, and then ransacked the house next-door. The total value of the objects stolen was from \$60 to \$70. Six days later nearly all the missing property was found by the police in the house of the prisoner. At the Magistrate's Court Sui made a statement, amounting to an admission of the crime on which he was now charged. He said he knew the man brought the stolen property to his house. Evidence was then given by the people who had been robbed and the police officers who found the missing goods and arrested the prisoner. The jury, without retiring, returned a verdict of guilty, and His Lordship passed a sentence of two years' imprisonment with hard labour.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

FOLLOWING the recent discovery of a submerged wreck in Barkley Sound, British Columbia, supposed to be that of the lost British warship *Condon*, the British cruiser *Grafton* has been ordered to make investigations.

A COLONIAL Exhibition will be held in Marseilles early in 1904. The Governor-General of French Indo-China has appointed M. Baillie, ex-mayor of Hanoi, Commissary-General for the Indo-Chinese section.

THE Hill's World's Entertainers open their short season, in Hongkong, this evening, with a lengthy programme of attractive items. We understand that booking has been brisk, and full houses should result during the holiday season.

MR. Kawasaki, vice-president of the Kawasaki Dockyard Co., and Mr. Yasunoto of the same company, are at Bangkok at present, negotiating for the construction of a yacht for the Siamese Crown Prince. Might not the Hongkong Dock Co. put in a tender as well?

TIENTSIN sends to the *Asahi Shimbun* a statement that the Russians in Tibet are building forts to oppose the progress of the British expedition and are moving a force westward with the same object. If this news were credible, the expansion of Russia's military horizon would be very remarkable.

A SPECIAL wire printed in the *Kobe Chronicle* states that Herr von Brandt, formerly German Minister at Peking, writing in the *Neue Freie Presse*, comments on the indecision apparent in Russia's Far Eastern policy. He expresses the opinion that Japan is better prepared and better equipped for war than Russia, and criticises the masterly inactivity of the English Government.

THE Consul-General for the Netherlands courteously informs us, that ships or vessels arriving in Netherlands-India from Hongkong are no longer subject to quarantine, the port of Hongkong being declared to be not longer infected with plague. The prohibition of importation of some articles is also cancelled so that all goods can now be imported into Netherlands-India.

AN official telegram dated December 8th from Taipei, Formosa, states that the garrisons at Ban-sho-ryo marched to the frontier of Boshisha where they destroyed twelve sheds of the aborigines and killed three men. They seized 14 rifles, 15 swords and a quantity of bows, arrows and sundry goods. A policeman was killed and two coolies injured. The aborigines retired to Toshi-sha where they are strongly opposing the Government force. A movement to attack them commenced the previous day.

By kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday, the 24th instant (Christmas Eve) instead of Friday, as usual.

March....."The Washington Post"
Lancers....."A Country Girl"
Selection....."Requiem for Scotland"
Song....."The Flight of the Dove"
Selection....."The Gipsy"
Valse....."The Blue Danube"
Maurice....."Slavonic Dance"
God Save the King.

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Mr. Sharp, for the prosecution, stated that prisoner was charged with receiving property consisting of clothing, jewellery and other objects, stolen by a gang of armed bandits on the 25th ultimo from two houses in the village of Taihong. The missing goods were found by the police in the house of prisoner in the village of Ping Ua. It was probable that prisoner was a member of the gang, but there were only women present when the crime was committed, and these were so terrified that they have been unable to identify accused. The robbers got into the first house, the only occupant of which was a sleeping woman. They seized everything of value they could lay hands upon, and then ransacked the house next-door. The total value of the objects stolen was from \$60 to \$70. Six days later nearly all the missing property was found by the police in the house of the prisoner. At the Magistrate's Court Sui made a statement, amounting to an admission of the crime on which he was now charged. He said he knew the man brought the stolen property to his house. Evidence was then given by the people who had been robbed and the police officers who found the missing goods and arrested the prisoner. The jury, without retiring, returned a verdict of guilty, and His Lordship passed a sentence of two years' imprisonment with hard labour.

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The Court then adjourned *sine die*.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber. Present:—His Excellency the Officer Administering the Government F. H. May, C.M.G., H.E. Major-General Villiers Hutton, C.B. (Officer Commanding the Garrison), Hon. A. M. Thomson, (Acting Colonial Secretary), Hon. Sir Henry Spencer Berkeley, Kt. (Attorney-General), L. A. M. Johnston (Acting Colonial Treasurer), Hon. Basil Taylor, R.N. (Acting Harbour Master), Hon. W. Chatham, (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Wei Yuk, Hon. Gershom Stewart, Hon. H.E. Pollock, K.C. and Mr. R. F. Johnston (Acting Clerk of Councils).

MINUTES.
The minutes of the previous meeting were read and confirmed.

FINANCIAL.
The Acting Colonial Secretary laid on the table Financial Minute No. 66 and moved that it be referred to the Finance Committee.

The Acting Colonial Treasurer seconded, and the motion was carried.

PAPERS.

The Acting Colonial Secretary laid on the table a report of work done by the plague staff from 22nd August to 6th November, 1903; a preliminary report on a cattle disease in the Colony; and the following statement under the Public Health and Buildings Amendment Ordinance:—

DEFINITION OF "EXTERNAL AIR" RECOMMENDED BY THE SANITARY BOARD.

Section 6, Sub-section 25.—"External air" means the clear and unobstructed open air of:—(1.) any street in front of an existing building which is not less than 8 feet in width throughout. (2.) any street in front of a building hereafter erected which is not less than 13 feet in width throughout. (3.) any open space in the rear of any building which is not less than 13 feet in width throughout. (4.) Any open space at the side of any existing building, which either—(i.) extends continuously along the side of such building and has a continuous width of at least eight feet in every part; or else, (ii.) extends continuously along three-fifths of the side of such building and has a continuous width of at least twelve feet in every part of such three-fifths; any open space at the side of any building hereafter erected which extends continuously along three-fifths of the side of such building and has a continuous width of at least twelve feet in every part of such three-fifths.

For the purpose of measuring the width of such street or space, a straight line shall be drawn from and at right angles to the external surface of the front, back or side wall as the case may be, or, in the event of any structure projecting from such wall from and at right angles to the outermost portion of such projecting structure exclusive of any cornice or eaves gutters.

STATEMENT SHOWING THE VOTING ON EACH PARAGRAPH OF THE DEFINITION.

Paragraph (1).—For:—Mr. Lau Chu Pak, Mr. Pollock, Mr. Rumjahn, and Mr. Hewitt. Against:—The President, The Vice-President, and Colonel Webb.

Paragraph (2).—Carried unanimously.

Paragraph (3).—For:—The President, The Vice-President, Colonel Webb, Mr. Pollock, and Mr. Hewitt. Against:—Mr. Rumjahn, and Mr. Lau Chu Pak.

Paragraph (4). (i) and (ii).—For:—The President, Mr. Lau Chu Pak, Colonel Webb, Mr. Pollock, Mr. Rumjahn, and Mr. Hewitt. Against:—The Vice-President. The Board was unanimously in favour of the succeeding paragraphs.

The Acting Colonial Secretary said the statement would obviate the necessity of the hon. member for the Chamber of Commerce putting his resolution.

EXTERNAL AIR.

Standing in the Hon. Pollock's name was the following motion:—"That the Government do obtain from the Secretary of the Sanitary Board, and do lay upon the table, for the information of the Legislative Council, the recommendation which was made by the majority of the Sanitary Board as to the definition of 'external air,' and the names of the members forming such majority." He said he would like to address the Council on the motion, and explained that the reason he made it was that the Attorney-General stated in the objects and reasons attached to the Public Health and Buildings Amendment Ordinance, and also, if correctly reported, according to the newspapers, that on the second reading of the bill on the 7th December, that the definition "external air" was, in substitution of the Sanitary Board's recommendation. Doubtless, he made that statement in all good

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faith, under an erroneous impression; but the (speaker) maintained that the hon. D. P. W. was a member of the Board and who was present at the deliberations of that body, at which, after great difficulty and spending several hours on the subject, a definition of "external air" was arrived at. He complained that the hon. D. P. W. did not get up and move the misapprehension which must have been caused in the minds of those present at the Council meeting by the statement made by the Attorney-General. The question had formed the subject of very anxious deliberation at several meetings of the Board; and it was a very difficult point indeed for members to define. Ultimately, they arrived at a definition of "external air," and it was submitted in due course to the Council; but was absolutely and entirely different to that appearing in the Public Health and Buildings Amendment Ordinance. Therefore, it seemed to have the definition was passed through Council and had come into law under an erroneous impression as to what the Sanitary Board recommended. He hoped that when the question of amendments to the Ordinance came up, as it was sure to do, H. E. would allow the question of the definition of "external air" to be treated as an open one. He did not, of course, complain of the fact that the D. P. W. thought that another definition of "external air" to that passed by the Board was advisable,—for he had a perfect right to his opinion in that respect—but that, being the only member present at the Council who could have stated from his own personal knowledge exactly what decision was arrived at and what definition was agreed upon by a majority of the members of the Board, did not get up and explain what that decision was.

The Attorney-General pointed out that as a paper, containing the information respecting the details of the Sanitary Board's suggestion, had been laid upon the table, all that could be obtained by the resolution had been attained. He submitted that had the hon. member been present at the meeting of the Council at the time that the definition was brought forward, he would not have given expression to his remarks that afternoon, because from nothing appearing in the objects and reasons appended to the Ordinance, was the Hon. Pollock warranted in saying the definition proposed was in substitution of that submitted to the Government after consideration by the Sanitary Board. He drew the attention of the Council to the printed objects and reasons which, in paragraph 3, stated, "In order to give effect to the Board's recommendations a new definition of the expression 'external air' is submitted to Council." The Sanitary Board was not the only body which brought under the notice of the Government the necessity for considering a new definition of the expression "external air."

They made the recommendation; others made it, and the recommendation of each was duly and properly considered. The recommendation was to make a new amendment, and not to bind the Government hand and foot and tie the House down to pass an expression of the Sanitary Board in regard to the definition. At the meeting of the Council, on the 7th inst., he pointed out that the greatest difficulty the Government had had in preparing the Bill for presentation to the Council was to get a definition of the expression "external air" which would be capable of being given effect to. The amendment of the present existing definition was made on the recommendation of the Sanitary Board, but not in their words. They reported that at present the definition rendered it almost impossible to give effect to the real intention of the Ordinance with respect to the proper amount of light and air that should be admitted into rooms. A new definition, therefore, would be submitted for the consideration of the Council which he believed would be found to at last achieve the difficulty of exactly saying what was meant by "external air." Where was there a word asking the House to adopt a definition which had the sanction of the Sanitary Board and was in substance that which they had recommended. He regretted that in framing the objects and reasons he did not make it abundantly clear by reiteration; but he did not feel it necessary to say anything more than he did say.

Hon. Pollock thought that, with all due deference to the Attorney-General, the inference drawn from his language on the last occasion was the inference nine people out of ten would have drawn. Regarding the remark about not having given effect to the Board's recommendation by the definition in the Bill, hon. members would see by comparing the Ordinance as passed into law with the recommendation of the Sanitary Board they were absolutely and entirely different in substance one from the other. It was not a question of whether the exact language, words, expression, or phrase of the majority of the members of the Sanitary Board was adopted; there was a complete divergence in substance.

H. E. regretted very much any misunderstanding in the matter, and thought he might perhaps assist to a better understanding of the question if he stated briefly the policy that the Government had followed and intended to follow in future in regard to amending the Public Health and Buildings Ordinance. When that very voluminous measure was passed the Government practically undertook that for some years to come it would not introduce any fresh sanitary legislation if it could possibly avoid doing so. Therefore, in the amending Bill, passed by Council, at the last meeting, only such amendments as were absolutely necessary were made in the principal Ordinance. The amendment of the definition "external air" took the form of merely verbal alteration of the original definition which was found in the principal Ordinance. That definition had not been found to be unworkable, and it was not anticipated that it would be found unworkable, because the principal Ordinance gave the Governor-in-Council absolute discretion of granting exemptions for buildings which did not comply as regards external air with the definition in the Ordinance. Therefore, the Governor-in-Council

could really allow anything at all to be required as external air. The amendment of the definition must not be taken to indicate that the Government was taking up a different position, or was going to adopt a different policy from that which it took up when it passed the principal Ordinance. Every application for exemption from the provisions of the Ordinance regarding external air would receive the just and impartial consideration of the Governor-in-Council, and he assured hon. members that the mere fact of the definition having been amended was merely to make clearer the meaning that the Government was passing. It did not indicate a change of policy, and the community and members of Council might rest assured that no hardship would be imposed under the amending Ordinance that would not have been imposed under the principal Ordinance. The position practically remained precisely the same as it was under the principal Ordinance. He took it the hon. member withdrew his motion.

Hon. Pollock:—No, sir, I think must leave my motion formally on the records. I should like, with your Excellency's permission, to mention one point.

H. E.—I am afraid you are out of order. You have spoken twice.

Hon. Pollock:—I think, sir, I might explain here, now. It will only involve my writing to the newspapers to explain. There was no omission on my part.

H. E.—The motion can stand in your name.

The Attorney-General:—You have got what you asked for.

A PUBLIC NUISANCE.

The Hon. Pollock asked the following question, of which he had given notice:—Does the Government propose to take any, and if so, what steps to prevent the public latrine near the No. 3 Police Station from continuing to be a nuisance to persons passing along the Queen's Road East?

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The Acting Colonial Secretary replied:—The Government has already taken steps to remove the cause of the complaints made. The door at Queen's Road East has been permanently closed and the side windows have also been permanently closed. A ventilating shaft with an electric exhaust fan has been installed.

WORK ON THE PRAYA.

He also asked: What is the object of raising the roadway of the Praya East? Who is paying the cost of such work?

The Acting Colonial Secretary replied:—Before the Praya East Reclamation can be taken in hand the existing Praya roadway must be raised so as to enable the drains and sewers to be brought up to such a level that they can be extended out to the new Praya front. If the electric tramway lines were laid along the existing Praya the public would be put to great inconvenience later on, as the tramway traffic would be seriously interfered with by the raising of the roadway and the relaying of the lines. The cost of the work, which is being done under contract, is debited to an advance account and will be recovered in due course from the new Praya Reclamation Fund when that Fund is established. A vote was taken for the work on the 10th August last.

THE RIDER MAIN SYSTEM.

Hon. Pollock asked the Hon. D. P. W.:—Have any, and if so, what steps been taken by your Department in connection with the introduction of the Rider Main System into the City of Victoria? What date do you anticipate that the Rider Main System will be in proper working order throughout the City of Victoria? What grounds have you for that anticipation?

The D. P. W. replied:—The necessary materials for the work and staff to supervise it have been requisitioned from England. I anticipate that the work will be completed in about two and-a-half years from now. This is merely an estimate; there are no grounds to go upon.

PAYMENT OF COUNSEL'S FEES.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to provide for Payment of Counsel's Fees by the losing party in certain cases in which the Attorney-General appears as Counsel.

The Council went into Committee, and the bill was subsequently read a third time and passed.

RECOVERY OF CHARGES.

The Council went into Committee on the Bill entitled an Ordinance to provide for the Recovery of Charges incurred by the Colony on account of certain undesirable persons introduced into the Colony.

On the proposition of the Attorney-General discussion on the bill was postponed, to allow of the examination of certain objections formulated by the Hon. H. E. Pollock.

GREETINGS.

His Excellency stated that, as this was the last occasion on which the Council would meet in 1903, he had much pleasure in wishing the assembled members a very happy Christmas and a prosperous New Year.

The Council was adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council. Hon. A. M. Thomson, Acting Colonial Secretary, presiding.

The following vote was submitted and the Committee agreed to recommend that it be adopted by the Council:—

PUBLIC WORKS EXTRAORDINARY.

A sum of \$26,500 in aid of the vote Public Works, Extraordinary, under the following items:—

1. Resumption of Kowloon Inland Lots 1012 to 1015, \$24,000
2. Resumption of strip of Kowloon Inland Lot 1087, 2,500

Total, \$26,500

SHIPPING AND MAILS.

THE NEW LAW COURTS

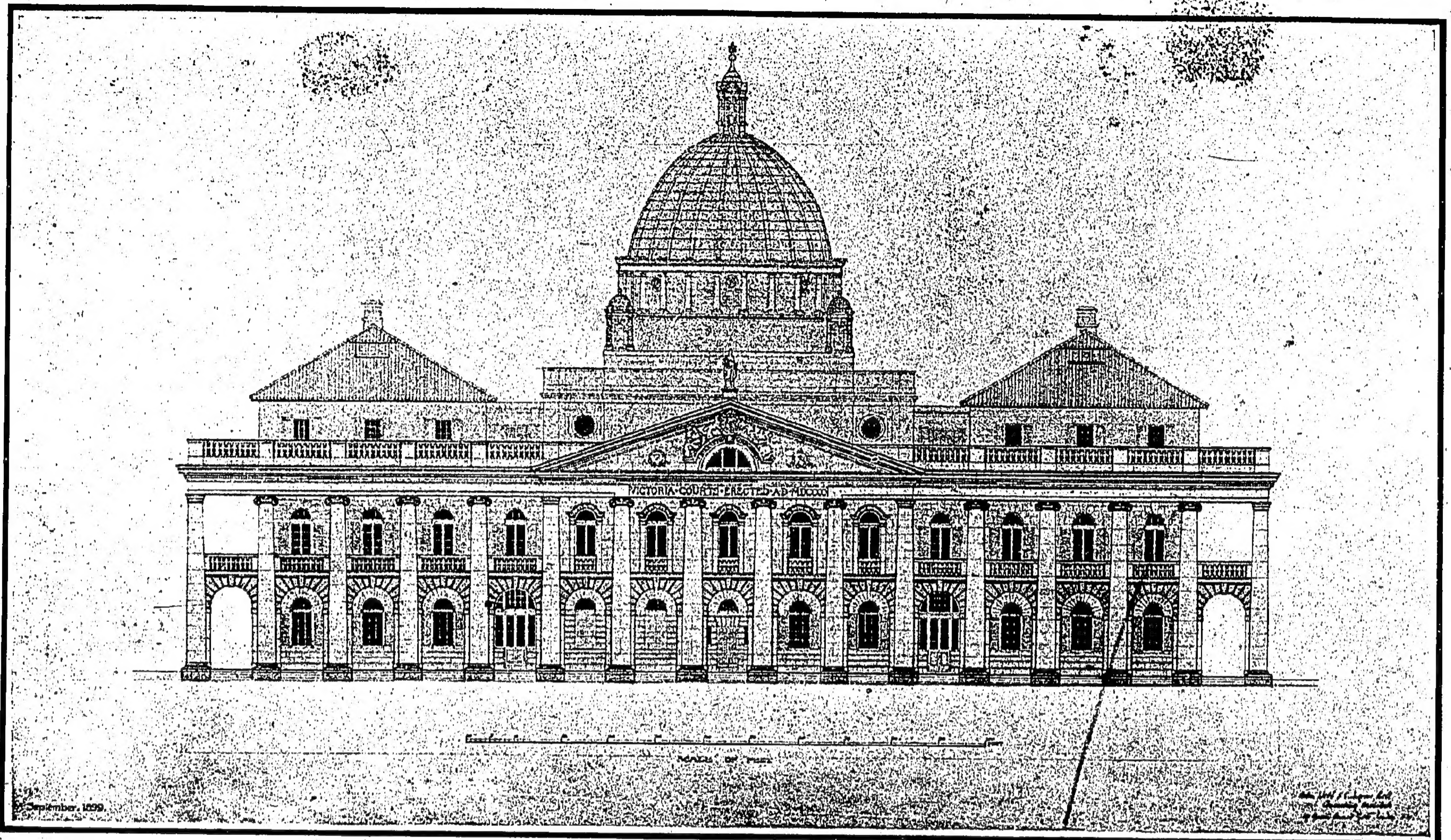


PHOTO BY C. W. CLARK

ICE HOUSE STREET, HONGKONG.

PROPOSED NEW BUILDINGS - WEST ELEVATION

DESCRIPTION OF THE BUILDING.

Since the laying of the foundation stone of the new Law Courts by Sir HENRY BLAKE on the 12th November last, there has been renewed activity on the vacant land lying between the Queen's Statue and the City Hall, and the outline of the buildings can now be readily traced by means of the brick walls which are daily increasing in height. The building, consisting of the new Law Courts, Land Offices, etc., will, when completed, form a very valuable addition to the architecture of the city, and one of the finest erections in the Colony, the beauty and skill portrayed in the design being far in advance of anything to which we have been accustomed. The style that has been adopted is, as might be expected, purely classic in feeling, following the English school and with details of a Greek character. The site lies between Des Vieux Road and Chater Road, and is adjacent to the Cricket Ground on the west side. The designs of the buildings were prepared by Messrs. ASTON WEBB, R.A., and E. INGRESS BELL, F.R.I.B.A., of 19, Queen Anne's Gate, London, the Consulting Architects to the Government of Great Britain, and the work is being carried out under the supervision of Mr. H. A. FISHER, A.R.I.B.A., of the Public Works Department, Hongkong.

The ground floor of the structure will be occupied by various offices for the officials of the Courts, including spacious apartments set aside as Land Offices, and separate rooms for the Registrar, the Deputy Registrar, and their respective clerks, and also for the Bailiffs. On this floor also is a Prisoners' Receiving Room with a separate entrance, and cells in connection, while special staircases leading to the docks of the large and small Courts on the floor above will be provided. There are two large entrances for the general public, both on the west side of the building, and these communicate with the several offices by means of spacious corridors. Access for the public to the first floor is provided by two wide staircases, and on the east side is an entrance for the Registrar and other officials, and a separate doorway for the use of the Judges.

A lift, which will be worked by electrical power, will be used in addition to a private staircase, for the convenience of the Judges and other officials who may be engaged on the upper floors. The official portions of the building throughout are carefully kept distinct from those to which the general public have access.

On the ground floor ample accommodation is also provided for the safe custody of official records.

There is a small basement in which are situated the furnaces, boilers, etc. for the heating of the building, which will be on a hot water system at low pressure, with radiators in all rooms and corridors. The system is arranged in four separate sections in order that only such portions of the building as are necessary need be warmed at any one time.

The large Court is placed in the centre of the first floor and is surrounded by the smaller rooms and corridors, so that no sound from outside the building may penetrate while the Court is sitting. This is a large and lofty apartment lighted by means of four large semicircular windows placed high up, each being twenty-eight feet in diameter, and four small circular windows. Ample space is provided for members of the legal professions, for the jury, witnesses, reporters, &c., as well as the usual accommodation for the Judge and prisoners, and a considerable area is also reserved for the use of the public.

There will be four pairs of massive granite columns ranged along the walls supporting the large dome above, and these will add much to the handsome and imposing appearance of the Court. The height of this chamber, from the floor to the ceiling of the dome, will be forty-eight feet.

There is a smaller and commodious Court on this floor on the north side of the large Court, from which it is separated by a wide corridor, and is well lighted by casement windows opening on to the colonnade. This is for the use of the Puisne Judge.

The south end of the same floor is occupied by a spacious Library for the use of the Judges and officials, which is also in communication with the colonnade. The Library is surrounded by a wide overhanging gallery.

On the same level is a large number of rooms grouped around the Central Court, and set apart for the use of counsel and solicitors, while waiting rooms for witnesses and consultation rooms for the convenience of litigants are also provided. In addition to separate retiring rooms for each of the Judges, besides the Jury room, and efficient lavatory accommodation is provided throughout.

The second floor, reserved for officials of the Court, is gained by a continuation of the officials' staircase from the ground floor, and by the lift. Here are situated large offices for the accommodation of the Attorney General, the Crown Solicitor, and their respective staff of clerks, and a considerable space is set apart for the storage of books, etc.

The internal walls are to be built of red bricks, while the main piers supporting the dome and some other portions will be of granite. The external walls are to be faced in

with concrete flats, and over the centre of the building a large dome of some forty feet span is cleverly placed on four massive granite piers. These are connected by heavy arches of brickwork in cement from which springs the inner dome, forming the ceiling of the large Court. Above this again rises the drum of the external dome, consisting of granite faced walls supported on steel framing and surrounded by detached columns. From the base of the drum eight steel trusses spring, supporting the stone lantern at the top, and which are united on their outer surface with steel framing filled in with concrete, and covered externally with cast granolithic slabs, forming the outer surface of the dome.

Internally, the walls of the various rooms will be finished in plaster, and there will be glazed tile dados to all lavatories and corridors. The ceilings will be ornamented in plaster, which will be formed with asbestos where necessary for protection from fire. The floors throughout, except to lavatories, will be finished with hardwood blocks laid in preservative composition, and the lavatories are to be paved with ornamental tiling. The staircases will all be constructed in granite, with ornamental wrought iron balusters and polished wood handrails. The joinery throughout is to be in teak, and has all been specially designed for the building.

The whole of the interior of the building will be amply lighted by means of electric glow lamps, and great attention has been given to the warming and ventilation of each of the several apartments.

The principal elevation of the structure is to face towards the west, and will consist of a single Ionic order some forty-five feet in height, forming fifteen bays with attached columns and square angle piers. The piers are interconnected by semicircular arches supporting the floors of the colonnade above with ornamental balustrades and moulded copings, all in granite. Between the piers and the main walls on the ground floor is a wide colonnade entirely surrounding the building except for a small portion on the east side. This colonnade is spanned by a series of semi-circular arches which support the walls and floors above. The upper colonnade runs round the greater part of the first floor, above which is a balcony to the second floor, access to both being afforded by folding casement doors. The colonnades will be finished with finely punched granite walls and arches, and tessellated pavements. The centre portion of the west elevation is surmounted by a pediment containing one semicircular opening, around which are grouped the Royal arms, and the whole is crowned by a statue of Justice, standing nine feet high. Behind this pediment rises the square base of the central dome, which is terminated at each angle by a graceful pinnacle built of granite. From this base the drum of the dome ascends, consisting of a circular Doric order, the intercolumnar spaces being pierced with windows. Above this rises the graceful outline of the dome, the whole being surmounted by a handsome granite lantern, terminating, at a height of over one hundred and thirty feet from the ground, in a boldly carved Tudor crown.

The elevation on the north, south and east sides will be similar in character to that on the west, but without the pediment, each façade being finished with a parapet wall and granite balustrade.

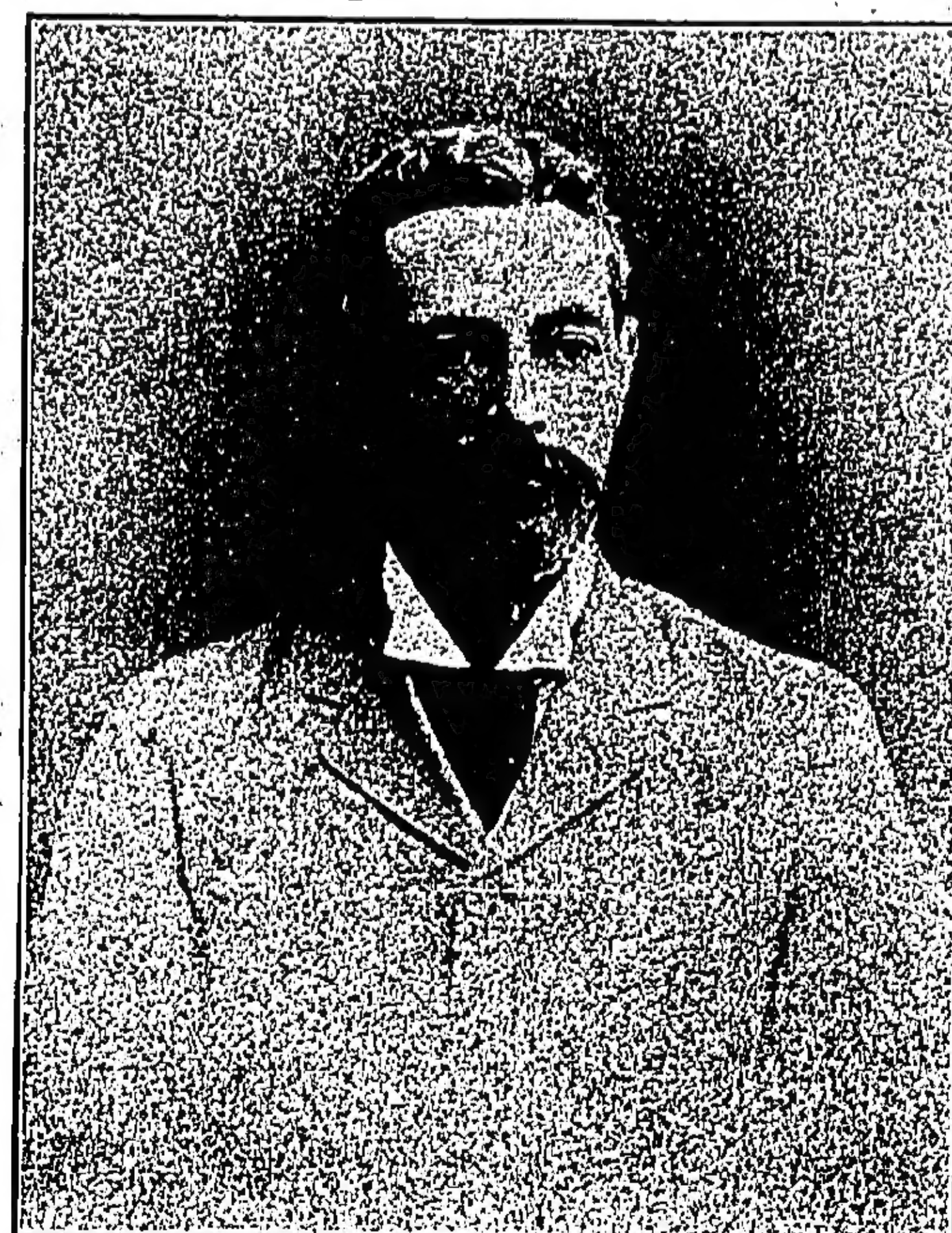
The foundation stone, a fine block of Chinese granite, which was laid by H. E. Sir H. A. BLAKE last month, bears the following inscription in gilt letters:—

THIS STONE WAS LAID
on the 12th November, 1903,
by
His Excellency
SIR HENRY ARTHUR BLAKE, G.C.M.G.,
Governor of Hongkong.

WILLIAM CHATHAM, M. Inst. C.E.,
Director of Public Works.

ASTON WEBB, R.A.,
E. INGRESS BELL, F.R.I.B.A.,
Architects.

CHAM TONG,
Contractor.



HON. W. CHATHAM, M.I.C.E.,
Director of Public Works,
Hongkong.

finely punched white granite, all of which is being carefully selected for the purpose. The whole building will be of fireproof construction, and has been designed with a view to efficiently withstanding the ravages of white ants. The floors throughout are formed in concrete and steel, all the metal being well protected by casings of concrete and asbestos plaster. The Small Court and Library will be covered with red tile roofs; the smaller rooms and corridors

TELEGRAMS.

(Reuters.)

The Situation in the Far East.

The papers generally recognize the gravity of the situation and the possibility of Great Britain becoming involved. The *Morning Post* says Great Britain ought to be ready for all eventualities. A Russo-Japanese war would involve Great Britain in serious responsibilities to meet which preparation is needed.

To-day's information from the Far East shows that the situation remains critical. Japan now proceeds to request a reconsideration of the Russian proposals, which if granted will be followed by further negotiations.

Commodore Robinson Promoted.

Commodore Robinson, H. M. S. *Tamar*, has been promoted to the rank of Rear-Admiral.

Chinese Labour in South Africa.

At a mass meeting in Cape Town it was resolved to condemn energetically Chinese labour.

The Kaiser at Hanover.

A speech by the Kaiser at a military celebration in Hanover, in which he declared that the Hanoverians and Blucher saved the English from destruction at Waterloo, has evoked great irritation in England.

THE VOTE OF CENSURE IN THE MIKADO'S ADDRESS.

EXPLANATION BY MR. KONO.

PRESS OPINION.

Mr. Kono, the President of the House of Representatives, who drafted the remarkable and unusual Address in reply to the Imperial Message, which was the direct cause of the dissolution of the Diet on the 11th inst., is now the chief object of public attention.

It is stated in the *Kobe Chronicle* that Mr. Kono took the course he did with deliberation and a full sense of responsibility, being resolved to resign the presidency of the House and also his membership of the House should the Address be rejected. Mr. Kono had even drawn up his papers of resignation. He is reported to have stated to a personal friend that he had firmly resolved to refuse to allow the reply to be again opened to debate. Had the motion to reconsider it been carried by a large majority, it was his intention immediately to resign the presidency and also his membership for having, as he explained, disturbed the Imperial mind by submitting such a reply. Mr. Kono accepts all responsibility for the document. In an interview with the Tokyo representative of the *Asahi*, the late President said he had long disapproved of the custom by which the Address in reply to the Imperial Message was made a mere formality. He desired to introduce an innovation and include in the reply the sentiment of the House, and when he was nominated he put this view into practice.

On the 8th instant, Mr. Kono continued, he met Messrs. Ozaki (Mayor of Tokyo), Mr. Akiyama (proprietor and editor of the *Nihon*), and two other prominent men, and consulted with them on the formation of an alliance of the Opposition parties. A proposal was then made to include the opinion of the House in the Address in reply to the Imperial Message. Mr. Kono, however, deliberately opposed the proposal, as he had already himself secretly decided to frame a reply in the sense, and if the matter was discussed by others he feared the secret would be divulged. He alone was responsible for the departure from the old usage.

The *Nihon* contends that there is nothing improper in the fact that the sentiment expressed in the Address should show a change with the times. Whatever form it takes, however, when once approved by the House, it must be regarded as a vote of the House. The Government may dissolve the Diet [his article appeared before the dissolution had actually taken place] but after such an admonition it should devote its whole attention to the present diplomatic question and discharge its duty to the best of its power.

The *Nippon* strongly approves the course taken by the House, and urges that it should be followed by an address of impeachment of the Ministry, to be presented to the Emperor, in order that the Cabinet may be overturned for deceiving the whole nation. Our contemporary holds that the remarkable reply of the House to the Imperial Speech, which might otherwise have caused a stormy debate, was well engineered. It was carried unanimously, and it was an expression of the opinion of the nation.

The *Yomiuri* also warmly applauds the Address, and points out that the proceedings of the House of Representatives on Thursday last were unprecedented in many respects—that the reply contained an impeachment of the Government, that the address of impeachment was carried unanimously, that the reply was drawn up by the President of the House who was elected to that office by an unprecedented majority, and finally that the reply was carried by the unanimous vote of the House. There has been no precedent for such proceedings in the past, and the incident may not have its equal in the future.

Naturally, the *Kokumin*, a Government organ, strongly condemns the whole affair, while it describes the course taken by the Opposition as highly disrespectful to the Throne, abominable in the extreme, and a specimen of the shabby and secret intrigue by which the character of the House has been destroyed.

THE HONGKONG HIGH-LEVEL TRAMWAYS CO., LTD.

ANNUAL MEETING.

The nineteenth ordinary general meeting of the shareholders in the Hongkong High-Level Tramways Co., Ltd., was held at the Registered Offices of the Company, 38 and 40, Queen's Road Central, at 10 o'clock on Monday, 22nd December, 1903, for the purpose of receiving the report of the general managers together with a statement of accounts for the year ending 30th November, 1903. There were present Messrs. Hart Buck (chairman), Henry Humphreys, C. Ewens, A. H. Mancell, G. Murray Bain, R. K. Leigh, W. H. Gaskell, J. A. Tarrant, J. M. Wong, and J. L. Cotton (secretary).

The notice convening the meeting having been read,

The Chairman said:—Gentlemen, as you have doubtless seen the report and statement of accounts I will with your permission consider them a read. I am pleased to say that our business during the last financial year has been as good as before and that we are in a position to pay an increased dividend. The improvements to the station at the Upper Terminus have been completed and have given general satisfaction. As you are of course aware our capital—\$125,000—does not in any way represent the value of our property; in fact, if at the present time we were to construct a similar line with the same kind of building at the various stations, I think we should require a capital of at least \$500,000, which would naturally reduce our present substantial dividend to a comparatively insignificant one. I might add that in view of the fact that almost all the building sites in the Peak district are now built upon we must look to the visitor passing through the Colony for any future improvement in our returns. Before moving the adoption of the report and statement of accounts I shall be pleased to answer any questions.

There being no question the Chairman proposed that the report and account as presented be adopted and passed.

Mr. Murray Bain:—Gentlemen, I have great pleasure in seconding that proposition. I think shareholders, generally, will agree that the company is in a very good position financially, and in every other way. The General Managers deserve great credit for the way in which they have managed the business during the past year.

The motion was carried.

CONSULTING COMMITTEE.

On the proposition of Mr. H. Humphreys, seconded by Mr. Mancell, Mr. C. Ewens, the Hon. C. W. Dickinson, and Mr. R. K. Leigh were re-elected to the consulting committee.

AUDITORS.

The Chairman proposed, Mr. R. K. Leigh seconded, and it was agreed that Messrs. W. H. Potts and Gaskell be re-elected auditors.

The Chairman:—That, gentlemen, concludes the business of the meeting. Dividend warrants will be ready after three o'clock to-day. Thank you for your attendance.

REPORT.

The following is the report and accounts at the meeting:—

To the shareholders of the Hongkong High-Level Tramways Co., Ltd.

Gentlemen,—We beg to lay before you the report and statement of accounts for the year ending 30th November, 1903.

The net profits for the twelve months, after paying charges and all running expenses, and making provision for auditors' fees, amount to \$41,315.66.

To which has to be added the balance brought forward from last account \$3,890.13

\$45,205.79

And from this has to be deducted remuneration to general managers (5% on gross earnings) 4,380.39

Leaving available for appropriation \$40,825.40

Your general managers and consulting committee recommend that a dividend of \$20 per share be paid to shareholders, absorbing \$25,000; that \$5,000 be written off rolling stock, and \$1,425.40 off stations and shelters; that \$5,000 be transferred to permanent reserve, and the balance, viz., \$4,283.58 be carried to new profit and loss account.

CONSULTING COMMITTEE.

Mr. J. Orange having resigned, Mr. R. K. Leigh was invited to fill the vacancy, and accepted a seat on the board. In accordance with rule 15 of the Company's Articles of Association, the present members, Mr. C. Ewens, the Hon. C. W. Dickinson and Mr. R. K. Leigh retire, but, being eligible, offer themselves for re-election.

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Rolling stock	27,952.99
Furniture account	125.00
Coals and stores in hand	1,492.59
Accounts receivable	750.47
Cash in H. & S. Bank	\$26,993.29
Cash and compradors' orders in hand	1,873.50
	30,866.79
	\$201,606.09

Dr.

To salaries and wages	\$22,519.20
" maintenance and repairs	5,261.18
" charges	3,174.35
" coals and stores	9,763.45
" rates, crown rent and fire insurance	1,078.64
" godown and station rent	\$2,100.00
Less sundry rents received	604.67
	1,495.33
" office rent and clerk's salaries	3,000.00
" balance	45,205.79
	\$ 91,497.94

Cr.

By amount brought forward from last year	\$3,890.13
" transfer fees	4.00
" traffic receipts for the year to date	86,083.18
" interest	259.78
" steel rails	1,260.85
	\$ 91,497.94

JOHN D. HUMPHREYS & SON, General Managers.

We have compared the above statement with the books and vouchers of the company, and found it to be correct.

W. HUTTON POTTS, W. H. GASKELL, Auditors.

Hongkong, 12th December, 1903.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WHAT OF THE NAVY?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—At the risk of being considered importunate, the Navy League again asks the hospitality of your columns to bring certain matters of moment to the notice of their fellow-countrymen. The Executive Committee hope therefore that you will see your way to allow them to place the views of the League before the public through the medium of your paper.

At the present time, (by Parliamentary Return 165, of 1903) built and building, we possess 63 ships of the line to the 61 of France and Russia. (If the six ships of the new Russian programme are included, the comparison is 63 British to 68 of France and Russia.)

If France and Germany coalesce, we are confronted with a total of 72, and in the case of Russia and Germany with a total of 62. In the face of these figures how can it be maintained that we are carrying out the settled policy of the Nation as announced by the Duke of Devonshire, when he stated that "The maintenance of sea supremacy has been assumed as the basis of the system of Imperial Defence?"

To maintain this supremacy, we take Lord George Hamilton's assertion that "Our establishment should be on such a scale as to be at least equal to the naval strength of any two other countries. For the purpose of meeting unexpected blows we should have a considerable margin of reserve." The above figures show a very doubtful supremacy and no margin of reserve whatever. This is the state of affairs to-day and unless immediate steps are taken, the situation will be worse in 5 years' time. In the comparisons of battleships, we have omitted any mention of coast defence vessels of which France, Russia and Germany possess 14, 13 and 11 respectively, and these coast defence vessels are capable of doing good service off their own ports. Of coast defence vessels we have but 2.

Next, as to the efficiency and number of our cruisers, it has been laid down by naval authorities that each battleship should be attended by two cruisers for scouting and necessary work in connection with the battleship fleet. We possess of cruisers, armoured, protected and unprotected, 164, all told. Where does the margin of superiority come in to protect the Mercantile Marine consisting of 11 million tons of vessels?

To call attention to so dangerous a rift in the National armour would be useless were there not some remedy to be suggested, and before doing so it may be well to note the increase of expenditure on the fleets of the principal maritime nations from 1889 to 1902. That increase has been as follows:—

Lord George Hamilton's assertion that our establishment should be on such a scale as to be at least equal to the market value of the

In considering a remedy for our present Naval deficiencies, the question arises how much can the Nation afford for the defence of the Empire, and what proportion of this sum should be devoted to the navy and what to the army? Upon the Duke of Devonshire's assumption that "sea supremacy is the basis of the system of Imperial Defence" does it not appear strange that the same money, practically speaking, should be devoted to the army as to the navy, when, if our navy suffers defeat, the functions of the army would cease, if for nothing else than lack of the necessary food to enable men to use their rifles in case of an invasion? If the sum of 70 millions is the extent of our ability to provide for defence, ought we not to allot a larger proportion to the needs of the navy, and a smaller to the requirements of the army, in place of spending as we do an equal amount on both services?

The German Army Intelligence Department spends something over a quarter of a million annually and employs 150 officers. If we compare the British fleet to the German army, as relatively powerful organisations, we shall find

that our Naval Intelligence Department is worked for the sum of £15,000 annually with 15 officers only.

These are 5 points that we wish to submit to the consideration of our fellow-countrymen, but there remains one other that is of the most pressing importance, viz., the question of the export of our smokeless coal which is only produced in this country. There appears grave reason to doubt whether this supply is even approximately inexhaustible. Smokeless coal is of the utmost value to the navy for fighting purposes.

Is then our Government proposing to sit with folded hands and see our supplies depleted in the interests of foreign nations, or will they, while there is yet time, acquire such colliery rights for National purposes, as shall reserve for Great Britain a natural asset invaluable in war?—I am, &c.,

H. SEYMOUR TROWER, Chairman, Executive Committee, WM. CAIUS CRUTCHLEY, Secretary.

13 Victoria Street, London, S.W., 12th November, 1903.

THE CONVOCATION OF THE DIET.

NUMBER OF DISSOLUTIONS SINCE DIET ESTABLISHED.

According to the Constitution of Japan, when the Diet has been dissolved a new Diet must be convoked within five months from the day of dissolution, and an Imperial proclamation for the convocation of the Diet, fixing the date of its assembly, must be issued at least forty days beforehand. Last year the Diet was dissolved on the 28th December and the general elections took place on the 1st March following, the new Diet being convoked in May. It is therefore expected that, as before, the next general elections will take place in March, and the new Diet will be convoked in May. [Since this was written a Rescript has been issued fixing the elections for the 1st March.]

The Japanese Diet has been dissolved no less than seven times since the Diet was established in 1890—that is, there have been seven dissolutions in thirteen years.

The first Diet, elected about August 1890, was dissolved in December 1891 by the Matsugata Cabinet because of the alliance between the Liberals and Progressists, which insisted on a large reduction in the estimates. Two years later came the second dissolution, effected in December 1893 by the Ito Cabinet—a result of the Representation for the strict enforcement of the Treaties made by the six factions in the House, the Liberals excepted. In May 1894 the Ito Cabinet dissolved the Diet on a vote of want of confidence in the Ministry, made by the alliance of the foregoing six factions, the Liberals again excepted. The fourth dissolution was by the Matsugata Government in December 1897, again on a vote of want of confidence, due to an alliance on this occasion between the Liberals and Progressists. The fifth dissolution occurred in June 1898, by the Ito Cabinet, and was brought about by the opposition of the House to the increase of the Land-tax. Last year's dissolution, as is well known, was the result of the protest of the Constitutionalists and Progressists against the continuation of the higher rate of the Land-tax. The Katsura Cabinet, as now, was in power. It will be seen that the seventh dissolution, just effected as a result of the remarkable Address in reply to the Imperial Message, is due to a somewhat different cause from its predecessors.—*Kobe Chronicle*.

A NEW STEAMSHIP SERVICE FOR THE ORIENT.

A consular report from Lima, Peru, (quoted by the *Japan Times*) says that the local Chinese residents have promoted a new steamship company called the Compania Maritima Occidental a Vapor, with the object of opening a new steamship service between Peru and the East. At present marine communication is confined to the round-about route via North America. It is true that there is one Italian sailing vessel plying between Callao, Peru, and Hongkong, but she makes only two voyages a year, a single voyage lasting two or even three months. Then, Japanese steamers, carrying emigrants, make occasional trips to Peru, but they only connect this country and Peru. Moreover, the Peruvian Government and leading business-men are now bent on finding some means of opening active trade relations with Japan. All these considerations have encouraged the Chinese promoters of the present scheme. This company will have a capital of \$25,000, and though the sum may seem inadequate for such an enterprise, it will be sufficient for the company, which is to charter vessels for the time being and does not contemplate owning any. The company's capital has already been subscribed to the amount of about \$20,000, the shareholders being almost all Chinese.—*Ex*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

There has been a small spurt in HONGKONG AND WHAMPOA DOCKS from the last quoted rate of £204 to £207. Inquiry, which is more or less general, at this rate fails to bring out shares into the market. CHINA FIRES have risen to \$90 and INDOOS to \$77.

SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. write in their share report, dated Shanghai, the 18th instant, as follows:—

We have again to report a good business in our principal stocks, Farnham, Langkats, and Indo-China, but the dealing has been principally caused by the short sellers for December covering their sales. In Shanghai and Hongkong Wharves we have to report a very considerable rise in rates, the market closing at the end of last week with sales for March at Tls. 18/105. To-day's business has been done for March at Tls. 17/7 and 21/1. Business in

this stock has been almost entirely confined to forward sales, only a limited business being done for cash. The T. T. rate on London to-day is 3/4 3/4.

SHIPPING.—Indo-China.—Shares have been placed for December at Tls. 55 and 56. On the 16/17th market weakened slightly resulting in sales at Tls. 53 and 54. To-day's business has been done at 54 April. *Shanghai Tug*.—Preference shares have again been placed at Tls. 47 1/2.

DOCKS & WHARVES.—A considerable business has been done in Farnham. The market opened on the 11th with sales at Tls. 118 and 117 1/2 cash. 118/120/118 Dec., 119/118 March, 121 April and May, 121 at 122 1/2 cash, 125 December, 125, 127 March, 121 1/2 cash, 129, 128, 127 1/2 Dec., 129 1/2 March, 130 April, 125 1/2 cash, 127, 126 December, 130, 128, 129, 127 March, 128 April, 127 1/2 Dec., 127 1/2 March, 127 1/2 March 128 April. *Shanghai & Hongkong Wharves*.—On the 11th the market opened with cash sales at Tls. 195, with sales for March at 195, 193, 192 1/2 and 195. On the 12th March shares again fetched 195 1/4 March shares were placed at Tls. 200, and for April at 222 1/2. To-day 227 1/2 March and 225 March are reported. *Yangtze Wharves & Godowns*.—Buyers offer 197 1/2 for shares. Sellers at 200.

INDUSTRIAL.—In Cotton stocks a sale of Soy Chees has been made at Tls. 170, and in Lao Kung Mows at Tls. 40, and shares are offering at this rate. Ewens are obtainable at Tls. 37 1/2 *Shanghai Paper and Pulp* have been placed at Tls. 103 1/2, and *Shanghai Tar* at Tls. 107. *Tea* at Tls. 14. *Mattichappi*, &c., in *Lung-kai*.—The market opened on the 11th with sales at Tls. 310/307 1/2 cash and 337 1/2 March, 12th March shares were placed at 330. 14th cash shares were placed at 317 1/2. March at 330. 15th at 315, 307 1/2, 310, 312 1/2, and 315 December Sales at 325 have been done, 322 1/2, 325 and 330 March, 16th 310 cash, 315/312 1/2 and 310 Dec., 322 1/2, 330 and 325 March, 17th 310 and 312 1/2 December, 329, 327 1/2 and 330 March. The market closes steady with buyers at 312 1/2 and for March at 330.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"PYRRHUS"	On 27th December.
LASGOW and LIVERPOOL	"TYDEUS"	On 27th December.
LASGOW and LIVERPOOL	"NESTOR"	On 1st January.
LASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
LASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
LASGOW and LIVERPOOL	"PINGSUEV"	On 22nd January.
LASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
LASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
ARSEILLES, L'DON & A'WERP	"YANGTSE"	On 19th January.
LIVERPOOL (with Transhipment at Singapore)	"YANGTSE"	On 19th January.
ONDON & ANTWERP	"NESTOR"	On 2nd February.
ONDON & ANTWERP	"KEEMUN"	On 15th February.
ONDON & ANTWERP	"KINTUCK"	On 16th February.
ONDON & ANTWERP	"MOYUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
ICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 26th December.
	"PINGSUEV"	On 24th January.

* Taking Cargo for Liverpool at London Rates.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WINGPO and SHANGHAI	"TIENTSIN"	24th December.
WATOW and SHANGHAI	"NANOHANG"	24th "
HANGHAI	"HANYANG"	26th "
MANILA	"CHINGTU"	30th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"OHINGTU"	30th "
KOBE	"TAIYUAN"	1st January.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd December, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 26th Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd Jan., at 10 A.M.
PERLA	1980	A. H. Nolley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 24, 1903.
"INDRAVELL"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266c]

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	TUESDAY, 29th December, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	SATURDAY, 2nd January, at 11 A.M.

For Freight or Passage, apply to the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 23rd December, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including table and servant), \$2; Return Ticket, \$3; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street, Hongkong, 7th September, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West, Hongkong, 30th May, 1903.

IMPERIAL GERMAN MAIL LINE, NORDEUTSCHER HAMBURG-AMERIKA LINIE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAVERN,"

of the NORDEUTSCHER LLOYD.

Captain H. Förmes, due here with the outward German Mail about WEDNESDAY P.M., will leave for the above places about 12.24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 19th December, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 24th instant, at 3 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATTHEWSON & CO., General Managers.

Hongkong, 21st December, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, SALINA CRUZ-MEXICO & SAN FRANCISCO.

THE Steamship

"CLAVERING,"

Captain Barton, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 23rd December, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"LOWTHER CASTLE" Abol.

"SIXTH" 24th Jan.

"SAGAMI" 26th Jan.

"AFRIDI" 9th Feb.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 21st December, 1903.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, SWATOW, STRAITS AND RANGOON.

THE Company's Steamship

"AVOCA"

Captain W. A. Faussot, will be despatched as above on MONDAY, the 26th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATTHEWSON & CO., Agents.

Hongkong, 21st December, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above on SATURDAY, the 9th January, 1904.

For Freight or Passage, apply to

MCGREGOR BROS. & SONS, Agents.

Hongkong, 17th December, 1903.

Shipping—Steamers.

EXCURSION TO MACAO.

THE Commodious Steamer

"TAI ON,"

will run a SPECIAL TRIP to MACAO, on SUNDAY, the 27th instant, leaving her usual Wharf West at 9 A.M. and return from Macao at 8.15 P.M. sharp.

TICKETS, RETURN FARE, \$2.

A Charitable Bazaar in aid of the Canoness Sisters of Charity will be held at the Public Gardens, San Francisco, (Praia Grande). Meals can be had on Board.

RITCHIE & CO., Hongkong, 21st December, 1903.

CHRISTMAS HOLIDAY EXCURSIONS TO MACAO.

THE Favorite Passenger Steamer

"WING CHAI"

will run SPECIAL TRIPS to MACAO, on the 26th, 27th and 28th December, leaving her Wharf in Hongkong at 9.30 A.M. Each Day and Macao at 7.30 P.M., arriving Hongkong about 11 P.M.

FARE.—Return Ticket available for Three Days \$3.

The Steamer will also run on CHRISTMAS DAY leaving Hongkong at 8.30 A.M. and Macao at 2 P.M.

MING ON & CO., Hongkong, 16th December, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMERA,"

Captain Lockhart, will be despatched as above on or about MONDAY, the 28th instant.

For Freight, etc., apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 19th December, 1903.

"SHIRE" LINE.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, will be despatched for the above Ports, on or about MONDAY, the 28th instant.

FOR LONDON, HAVRE AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for the above Ports on or about FRIDAY, the 15th January, 1904, to be followed by the Steamship

"R. DNORSHIRE."

Captain C. H. Burch, on or about SATURDAY, the 30th January, 1904.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"RADNORSHIRE,"

will be despatched for the above Ports on or about THURSDAY, the 24th instant, at Daylight.

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd December, 1903.

HONGKONG AVERAGE MARKET PRICES.

Corrected 9th December, 1903, per 50 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 17

"Corned—Ham Ngau Yuk 17

"Roast—Shiu 17

"Breast—Ngau Lam 17

"Soup, Tong Yuk 13

"Steak—Ngau Yuk Pa 17

"Serjion—Ngau Lau 26

"Sausages—Ngau Yuk Chuan 16

"Bullock's Brains—Know, per set 10

"Tongue fresh—Ngau Li, each 45

"Corned—Ham Ngau Li, each 55

"Head—Ngau Tau 5

"Heart—Ngau Tau 5

"Feet—Ngau Kerk, each 8

"Kidneys—Ngau Yiu, each 8

"Tail—Ngau Mei, each 16

"Liver—Ngau Con, each 16

"Tripe (undressed)—Ngau To, each 5

"Calves' Head and Feet—Ngau-chai-tau, each 75

"Mutton Chop—Yeung Pui Kw, each 24

"Leg—Yeung Pui, each 24

"Shoulder—Yeung Shau, each 22

"Figs' Chitlings—Chi cheong, each 7

"Brains—Chi Kow, per set 12

"Feet—Chi Kerk, each 12

"Figs'—Chi Chak, each 12

"Head—Chi Tau, each 13

"Heart—Chi Sum, each 9

"Kidneys—Chi Yiu, pair 6

"Liver—Chi Kon, each 24

"Pork Chop—Chi Pui Kw, each 24

"Corned—Ham Chu Yuk, each 18

"Leg—Chu Pui, each 22

"Fat or Lard—Chu Yau, each 18

"Sheeps' Head and Feet—Yeung Tau, each 45

"Kook—Yeung Sum, each 10

"Kidneys—Yeung Yiu, each 10

"Sucking Pigs, To Order—Chu Chai, each 16

"Suet, Beef—Sang Ngau Yau, each 20

"Mutton—Sang Yeung Yau, each 27

"Veal—Ngau Chai Yuk, each 18

"Sausages—Ngau Chai Yuk Tong, each 15

POULTRY.

Chicken—Kai Chai, each 22

Shipping.

Arrivals.
 Michael Jensen, Ger. s.s., 710, Uldrup, 22nd Dec.—Haiphong 19th Dec, Rice—J. & Co.
 Huan, Br. s.s., 1,143, Frazier, 22nd Dec.—Wuhu 17th Dec, and Chinkiang 18th, Rice—B. & S.
 Manila, Br. s.s., 2,711, Lewellin, 23rd Dec.—Yokohama 14th Dec, Gen.—P. & O. S. N. Co.
 Namsang, Br. s.s., 2,591, Wheeler, 23rd Dec.—Calcutta 6th Dec, Penang 11th, and Singapore 15th, Gen.—J. M. & Co.
 Hailong, Br. s.s., 783, Evans, 23rd Dec.—Swatow 22nd Dec, Gen.—D. L. & Co.
 Yaneama Maru, Jap. s.s., 1,919, Yamamoto, 23rd Dec.—Mojji 12th Dec, Coal—D. & Co. Ltd.
 Tai Lee, Ger. s.s., 1,206, Michelsen, 23rd Dec.—Delhi 10th Dec, and Hongay 20th, Coal—Neyer & Co.
 Clam, Br. s.s., 2,211, Evans, 23rd Dec.—Balik Papan 15th Dec, Liquid Fuel—Order.
 Taiwan, Br. s.s., 1,109, Harder, 23rd Dec.—Canton 22nd Dec, Gen.—B. & S.
 Tsintau, Ger. s.s., 1,002, Koch, 23rd Dec.—Bangkok via Swatow 12th Dec, Rice—B. & S.
 Chiyuen, Ch. s.s., 1,211, Stewart, 23rd Dec.—Canton 22nd Dec, Gen.—C. M. S. N. Co.

Clearances at the Harbour (M. S.).

Helm, for Singapore.
Aragonia, for Macao.
Pak King, for Macao.
Hua Verde, for Macao.
Wai Hoi, for Shanghai.
M. Struve, for Haiphong.
Rudnorshire, for Shanghai.
Wingchui, for Macao.
Tamisi, for Shanghai.
Kweiyang, for Cebu.
Sungking, for Manila.

Departures.

Dec. 23.
Kunig Albert, for Europe.
Haimun, for Coast Ports.
Hue, for Haiphong.
Anping, for Canton.
Australian, for Shanghai.
Trocar, for Shanghai.
China, for Calcutta.
Kweiyang, for Cebu.
Sungking, for Manila.

Passengers arrived.

Per *Manila*, from Yokohama—Messrs. Koh Leap Cheung and Goh Say Eak.
 Per *Namsang*, from Calcutta &c.—Miss Gaspar, Major Henneage, Capt. Lorell, Mr. Ho Chak Lun, and 71 Chinese.

Passengers departed.

Per *Rohilla Maru*, for Manila—Mr. and Mrs. John Eaton, Mr. and Mrs. Lee S. Smith, Mr. and Mrs. L. E. Brown, Miss Margaret E. Brown, Dr. and Mrs. H. Cranden and child, Messrs. John J. Fisher, C. E. Pierce, Miss A. P. Duncan, Mr. H. Duryea, Major W. Vinson, Mrs. Chas. Richards, Major and Mrs. G. Smith, Mrs. A. R. Cowden, Messrs. A. F. Marshall, Chin Ah Soon, Chan Lun, Chan Cheng Zee, Li Tuck Po, Juan M. De Los Rios and servant, Mr. and Mrs. M. L. Stewart, Messrs. Lloyd Weltner, Coo Setco, Coo Tio, Ly Liang, Sui Bueo Si Chan, Ong Tieng Co, Goo Leoo, Goo Quin, Ko Kian, D. G. Moberly, Major and Mrs. W. W. Robinson, Messrs. Geo. Ahbana, S. R. Price, Mrs. Leo Sy and 2 children, Messrs. Jos. Kay, Cheng It, Wong Tung, Chan Go, K. Lee Sam Say, Lay Choo Tong, Lei Chan, Chan A. Ling, Mook Yoo Seng, Mrs. Isuyo Oyama, Messrs. Poon Fan, Ang Queng Ciong, and son, Mr. and Mrs. Ang Nan Chen, Messrs. Ang P. K. Kieng and children, Ang Bau Quiong, Ang P. K. Y. Tuen, Siy Lay, Que Chin Co, Siy Lian, S. Tong Co, Siy Chico, and Mrs. G. W. Jackson.

Shipping Reports.

Str. *Hailong* from Swatow.—Strong monsoons, moderate sea, fine weather.
 Str. *Namsang* from Calcutta.—Heavy monsoon, wind N.E. and N., heavy sea, weather variable.

Str. *Huan* from Wuhu.—Strong N.E. wind and high sea through Formosa Straits, moderating towards port.

Ships Passed the Canal.

Outward—13th November—*Satsuma*, *Yan*, *Tze*, *Renary*, *Queen Mary*, *Jagun*, *Wurzburg*, 17th November—*St. Kilda*, 20th November—*Bernicia*, *Hakutsu Maru*, *Dragoman*, *Anhui*, *Min*, *Radley*, *Auchencraig*, *St. George*, 25th November—*Shimosa*, *Indradeo*, *Claverburn*, *Alesia*, *Bentley*, 28th November—*Crusader*, *Pyrhus*, *Tydeus*, 1st December—*Bris-huel*, *Baden*, *Gloamin*, *Palermo*, *Huwick Hall*, 4th December—*Polynesia*, *Chardouin*, *Avus Maru*, *Nestor*, 8th December—*Carl Chenan*, 12th December—*Keeman*, *Palma*, 14th December—*Macduff*, 16th December—*Kanagawa Maru*, *Glengyle*, *Sachsen*, *Shanghai*, 18th December—*Seneca*, *Ernest Simon*, *Kinkuck*, *Kamshura Maru*.

Homeward—13th November—*Vindobona*, 4th December—*Preussen*, 16th December—*Freiburg*, 18th December—*Tanulius*, *Saxonia*.

Arrivals at Home—13th November—*Bamber*, *Inaba Maru*, *Konigsberg*, *Andalusia*, 17th November—*Socotra*, 17th November—*Seydlitz*, *Braen*, *Bruchel*, 20th November—*Perla*, 21st November—*Nishi Maru*, 1st December—*Agamemnon*, *Alysona*, *Kentmere*, *Yarra*, 4th December—*Wakasa Maru*, *Borneo*, 8th December—*Wakasa Maru*, *Roon*, *Peking*, *Dharwar*, 12th December—*Brigade*, *Sambha*, 16th December—*Australien*, 18th December—*Glentworth*, 21st December—*Java*.

THE HONGKONG TELEGRAPH, WEDNESDAY, DECEMBER 23, 1903.

Mors Expected.

Vessels	From	Agents	Date
Gaelic	Shanghai	O. & O. Co.	Dec. 24
Perla	Manila	S. T. & Co.	Dec. 24
Tijlajap	Mojji	C. J. J. L.	Dec. 24
Bingo Maru	Shanghai	N. Y. K.	Dec. 24
Calchas	Mojji	B. & S.	Dec. 26
Arara	Manila	S. T. & Co.	Dec. 26
Taiyuan	Singapore	B. & S.	Dec. 27
Hkong Maru	Singapore	C. M. S. N. Co.	Dec. 31
Polynesien	Vancouver	C. P. R. Co.	Jan. 5
Athenian	San Francisco	P. M. Co.	Jan. 10
China	Portland	P. & A. Co.	Jan. 19

Vessels in Port.

Vessels	From	Agents	Date
Amigo, Ger. s.s., 822, Hansen, 19th Dec.—Port Walley and Pakhoi 14th Dec, Coal and Gen.—J. & Co.			
Aragonia, Ger. s.s., 3,531, Forth, 20th Dec.—Shanghai 17th Dec, Gen.—H. A. L.			
Borneo, Ger. s.s., 2,168, Muhle, 17th Dec.—Sandakan and Zambonga 11th Dec, Timber and Gen.—M. & Co.			
Bourbon, Fr. s.s., 2,100, Soucheire, 11th Dec.—Saigon 3rd Dec, Gen.—Wing Seng.			
Clavering, Br. s.s., 2,155, Barton, 11th Dec.—Mojji 6th Dec, Coal—C. M. S. N. Co.			
Elg, Norw. s.s., 708, Christophersen, 17th Dec.—Amoy 13th Dec, Ballast—C. & Co.			
Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 22nd Dec.—Vancouver, B.C., 30th Nov, and Shanghai 19th Dec, Mails and Gen.—C. P. R. Co.			
Haiching, Br. s.s., 1,230, Passmore, 20th Dec.—Swatow 19th Dec, Gen.—D. L. & Co.			
Hongkong, Fr. s.s., 712, Suzon, 22nd Dec.—Haiphong and Hoihow 20th Dec, Gen.—A. R. M.			
Hounslow, Br. s.s., 1,860, Adshend, 14th Dec.—Mororan and Dec, Coal—D. & Co. Ltd.			
Kaga Maru, Jap. s.s., 3,907, Ohno, 20th Dec.—Shanghai 17th Dec, Gen.—N. Y. K.			
Kohsichang, Ger. s.s., 1,293, Spiesen, 22nd Dec.—Bangkok and Ang Hin 21st Nov, Rice—B. & S.			
Korea, Am. s.s., 5,651, Seabury, 14th Dec.—San Francisco 18th Nov, and Shanghai 12th Dec, Mails and Gen.—P. M. S. S. Co.			
Loongsang, Br. s.s., 1,092, Weigall, 21st Dec.—Manila 18th Dec, Gen.—J. M. & Co.			
Loosok, Ger. s.s., 1,700, Leuss, 15th Dec.—Bangkok 5th Dec, Rice and Wood—B. & S.			
Mercedes, Br. s.s., 2,925, McGregor, 12th Dec.—Wellington 17th Dec, Coal—Admiralty.			
M. Struve, Ger. s.s., 956, Brandt, 20th Dec.—Haiphong 16th Dec, and Hoihow 19th, Rice and Figs—A. R. M.			
Mongkut, Ger. s.s., 859, Gitsche, 21st Dec.—Bangkok 12th Dec, Rice—B. & S.			
Nanchang, Br. s.s., 1,062, Robinson, 22nd Dec.—Hoihow and Cebu 17th Dec, Hemp—B. & S.			
Paul Beau, Fr. s.s., 1,669, Frangeul, 19th Dec.—Singapore 12th Dec, Ballast—Chan Hewan.			
Pitanulok, Ger. s.s., 1,267, Fuchs, 22nd Dec.—Bangkok 12th Dec, and Hoihow 20th, Rice—B. & S.			
Radnorshire, Br. s.s., 1,889, Burch, 21st Dec.—London via Penang and Singapore 23rd Oct, Gen.—S. T. & Co.			
Rubb, Br. s.s., 1,611, Almond, 22nd Dec.—Manila 19th Dec, Gen.—S. T. & Co.			
Selun, Norw. s.s., 855, Fingalen, 13th Dec.—Canton 12th Dec, Gen.—E. A. F. Co.			
Shantung, Ger. s.s., 1,600, Engelhardt, 22nd Dec.—Singapore 12th Dec, Petroleum—Mr. McBain.			
Simongan, Dut. s.s., 1,200, Tol, 19th Dec.—Samarang 8th Dec, Sugar—Yuen Fat Hong.			
Tamsui, Br. s.s., 919, Eedy, 17th Dec.—Shanghai and Amoy 12th Dec, Gen.—B. & S.			
Tartar, Br. s.s., 4,415, Evans, 16th Dec.—Vancouver 16th Nov, and Shanghai 13th Dec, Gen.—C. P. R. Co.			
Undine, Norw. s.s., 1,017, Torbjornsen, 13th Dec.—Mojji 8th Dec, Coals—Order.			
Victoria, Am. s.s., 2,500, Truebridge, 13th Dec.—Tacoma 16th Nov, Gen.—D. & Co. Ltd.			
Wurzburg, Ger. s.s., 3,246, Blazer, 19th Dec.—Singapore 8th Dec, Gen.—H. A. L.			

STRAITS.

Amigo, Ger. s.s., 822, Hansen, 19th Dec.—Port Walley and Pakhoi 14th Dec, Coal and Gen.—J. & Co.
 Aragonia, Ger. s.s., 3,531, Forth, 20th Dec.—Shanghai 17th Dec, Gen.—H. A. L.
 Borneo, Ger. s.s., 2,168, Muhle, 17th Dec.—Sandakan and Zambonga 11th Dec, Timber and Gen.—M. & Co.
 Bourbon, Fr. s.s., 2,100, Soucheire, 11th Dec.—Saigon 3rd Dec, Gen.—Wing Seng.
 Clavering, Br. s.s., 2,155, Barton, 11th Dec.—Mojji 6th Dec, Coal—C. M. S. N. Co.
 Elg, Norw. s.s., 708, Christophersen, 17th Dec.—Amoy 13th Dec, Ballast—C. & Co.
 Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 22nd Dec.—Vancouver, B.C., 30th Nov, and Shanghai 19th Dec, Mails and Gen.—C. P. R. Co.
 Haiching, Br. s.s., 1,230, Passmore, 20th Dec.—Swatow 19th Dec, Gen.—D. L. & Co.
 Hongkong, Fr. s.s., 712, Suzon, 22nd Dec.—Haiphong and Hoihow 20th Dec, Gen.—A. R. M.
 Hounslow, Br. s.s., 1,860, Adshend, 14th Dec.—Mororan and Dec, Coal—D. & Co. Ltd.
 Kaga Maru, Jap. s.s., 3,907, Ohno, 20th Dec.—Shanghai 17th Dec, Gen.—N. Y. K.
 Kohsichang, Ger. s.s., 1,293, Spiesen, 22nd Dec.—Bangkok and Ang Hin 21st Nov, Rice—B. & S.
 Korea, Am. s.s., 5,651, Seabury, 14th Dec.—San Francisco 18th Nov, and Shanghai 12th Dec, Mails and Gen.—P. M. S. S. Co.
 Loongsang, Br. s.s., 1,092, Weigall, 21st Dec.—Manila 18th Dec, Gen.—J. M. & Co.
 Loosok, Ger. s.s., 1,700, Leuss, 15th Dec.—Bangkok 5th Dec, Rice and Wood—B. & S.
 Mercedes, Br. s.s., 2,925, McGregor, 12th Dec.—Wellington 17th Dec, Coal—Admiralty.
 M. Struve, Ger. s.s., 956, Brandt, 20th Dec.—Haiphong 16th Dec, and Hoihow 19th, Rice and Figs—A. R. M.
 Mongkut, Ger. s.s., 859, Gitsche, 21st Dec.—Bangkok 12th Dec, Rice—B. & S.
 Nanchang, Br. s.s., 1,062, Robinson, 22nd Dec.—Hoihow and Cebu 17th Dec, Hemp—B. & S.
 Paul Beau, Fr. s.s., 1,669, Frangeul, 19th Dec.—Singapore 12th Dec, Ballast—Chan Hewan.
 Pitanulok, Ger. s.s., 1,267, Fuchs, 22nd Dec.—Bangkok 12th Dec, and Hoihow 20th, Rice—B. & S.
 Radnorshire, Br. s.s., 1,889, Burch, 21st Dec.—London via Penang and Singapore 23rd Oct, Gen.—S. T. & Co.
 Rubb, Br. s.s., 1,611, Almond, 22nd Dec.—Manila 19th Dec, Gen.—S. T. & Co.
 Selun, Norw. s.s., 855, Fingalen, 13th Dec.—Canton 12th Dec, Gen.—E. A. F. Co.
 Shantung, Ger. s.s., 1,600, Engelhardt, 22nd Dec.—Singapore 12th Dec, Petroleum—Mr. McBain.
 Simongan, Dut. s.s., 1,200, Tol, 19th Dec.—Samarang 8th Dec, Sugar—Yuen Fat Hong.
 Tamsui, Br. s.s., 919, Eedy, 17th Dec.—Shanghai and Amoy 12th Dec, Gen.—B. & S.
 Tartar, Br. s.s., 4,415, Evans, 16th Dec.—Vancouver 16th Nov, and Shanghai 13th Dec, Gen.—C. P. R. Co.
 Undine, Norw. s.s., 1,017, Torbjornsen, 13th Dec.—Mojji 8th Dec, Coals—Order.
 Victoria, Am. s.s., 2,500, Truebridge, 13th Dec.—Tacoma 16th Nov, Gen.—D. & Co. Ltd.
 Wurzburg, Ger. s.s., 3,246, Blazer, 19th Dec.—Singapore 8th Dec, Gen.—H. A. L.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory—
 On the 23rd at 11.00 a.m. The barometer has risen over S. Japan, fallen on the China coast. The anticyclone covers China and the greater part of Japan, the central area continuing to lie over China.
 Gradients slight on the coast with fresh monsoon in the Formosa Channel, rather steep over the China Sea with heavy monsoon. Forecast—moderate N.E. winds; fine.

CHINA COAST METEOROLOGICAL REGISTER.

December 23rd, 1903, a.m.

Bar. Th. Hg. Wind W.

Yemuro	6 a.m.	30.00	—	—	W	—	—
Hakodate	"	30.02	—	—	NW	—	—
Tokio	"	30.26	—	—	NW	—	—
Kochi	"	30.27	—	—	NW	—	—
Nagasaki	"	30.38	—	—	NW	—	—
Kagoshima	"	30.32	—	—	N	—	—
Oshima	"	30.38	—	—	N	—	—
Naha	"	30.25	—	—	SE	—	—
Shikojima	"	30.25	—	—	N	—	—
Tainoku	5 a.m.	30.27	—	—	N	—	—
Taichu	"	29.18	—	—	E	—	—
Tainan	"	30.17	—	—	E	—	—
Koshu	"	30.17	—	—	E	—	—
Pescadore	"	30.17	—	—	E	—	—
Weihsaiwei	9 a.m.	30.33	30	—	N	—	—
Gutzlaff	"	30.43	41	100	NW	—	—
Sharp Peak	"	30.34	53	73	N	—	—
Amoy	6.30 a.m.	30.33	54	79	N	—	—
Swatow	9 a.m.	—	—	86	N	—	—
Canton	"	—	—	86	N	—	—
Hongkong	10 a.m.	30.32	61	81	N	—	—
Victoria Peak	"	—	—	—	ENE	—	—
Gap Rock	"	30.27	—	—	ENE	—	—
Macao	"	30.28	57	—	NNE	—	—
Hankow	"	—	—	—	N	—	—
Manila	"	29.92	82	63	WSW	—	—
Bacolod	9 a.m.	—	—	—	NNE	—	—
Iloilo	"	29.85	79	—	N	—	—
Cebu	"	29.89	83	—	N	—	—
C. St. James	10 a.m.	—	—	—	—	—	—

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GENTLEMEN'S
OUTFITTERS.

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HONGKONG,
GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

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ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.

November 21st.

R. G. HECKFORD,
MANAGER.